


## **APPENDIX H**

**FAA FORM 5200-7**

**BIRD/OTHER WILDLIFE STRIKE REPORT**

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Form Approved OMB NO. 2120-0045

 <b>BIRD/OTHER WILDLIFE STRIKE REPORT</b>							
<b>1. Name of Operator</b>		<b>2. Aircraft Make/Model</b>		<b>3. Engine Make/Model</b>			
<b>4. Aircraft Registration</b>		<b>5. Date of Incident</b> ____/____/____ Month Day Year		<b>6. Local Time of Incident</b> <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk   ____ HR ____ MIN <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> AM <input type="checkbox"/> PM			
<b>7. Airport Name</b>		<b>8. Runway Used</b>		<b>9. Location if En Route</b> (Nearest Town/Reference & State)			
<b>10. Height (AGL)</b>		<b>11. Speed (IAS)</b>					
<b>12. Phase of Flight</b> <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach <input type="checkbox"/> H. Landing Roll		<b>13. Part(s) of Aircraft Struck or Damaged</b>					
				Struck	Damaged		
		A. Radome <input type="checkbox"/> B. Windshield <input type="checkbox"/> C. Nose <input type="checkbox"/> D. Engine No. 1 <input type="checkbox"/> E. Engine No. 2 <input type="checkbox"/> F. Engine No. 3 <input type="checkbox"/> G. Engine No. 4 <input type="checkbox"/>		<input type="checkbox"/>       	<input type="checkbox"/>       	H. Propeller <input type="checkbox"/> I. Wing/Rotor <input type="checkbox"/> J. Fuselage <input type="checkbox"/> K. Landing Gear <input type="checkbox"/> L. Tail <input type="checkbox"/> M. Lights <input type="checkbox"/> N. Other: <input type="checkbox"/>	
				(Specify, if "N. Other" is checked)			
<b>14. Effect on Flight</b> <input type="checkbox"/> None <input type="checkbox"/> Aborted Take-Off <input type="checkbox"/> Precautionary Landing <input type="checkbox"/> Engines Shut Down <input type="checkbox"/> Other: (Specify)		<b>15. Sky Condition</b> <input type="checkbox"/> No Cloud <input type="checkbox"/> Some Cloud <input type="checkbox"/> Overcast		<b>16. Precipitation</b> <input type="checkbox"/> Fog <input type="checkbox"/> Rain <input type="checkbox"/> Snow <input type="checkbox"/> None			
<b>17. Bird/Other Wildlife Species</b>		<b>18. Number or birds seen and/or struck</b>			<b>19. Size of Bird(s)</b> <input type="checkbox"/> Small <input type="checkbox"/> Medium <input type="checkbox"/> Large		
		Number of Birds	Seen	Struck			
		1 <input type="checkbox"/> 2-10 <input type="checkbox"/> 11-100 <input type="checkbox"/> more than 100 <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>			
<b>20. Pilot Warned of Birds</b> <input type="checkbox"/> Yes <input type="checkbox"/> No							
<b>21. Remarks</b> (Describe damage, injuries and other pertinent information)							
<b>DAMAGE / COST INFORMATION</b>							
<b>22. Aircraft time out of service:</b> ____ hours		<b>23. Estimated cost of repairs or replacement (U.S. \$):</b> \$		<b>24. Estimated other cost (U.S. \$) (e.g. loss of revenue, fuel, hotels):</b> \$			
<b>Reported by (Optional)</b>		<b>Title</b>		<b>Date</b>			
<b>Paperwork Reduction Act Statement:</b> The information collected on this form is necessary to allow the Federal Aviation Administration to assess the magnitude and severity of the wildlife-aircraft strike problem in the U.S. The information is used in determining the best management practices for reducing the hazard to aviation safety caused by wildlife-aircraft strikes. We estimate that it will take approximately <u>5 minutes</u> to complete the form. If you wish to make any comments concerning the accuracy of this burden estimate and any suggestions for reducing this burden, send those comments to the Federal Aviation Administration, Management Staff, ARP-10, 800 Independence Avenue, SW, Washington, DC 20591. The information collected is voluntary. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number associated with this collection is 2120-0045.							

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**Federal Aviation  
Administration**  
800 Independence Ave., S.W.  
Washington, D C 20591

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**Office of Airport Safety and Standards, AAS-310**  
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WASHINGTON, DC 20591



**Directions for FAA Form 5200-7  
Bird/Other Wildlife Strike Report**

1. Name of Operator - This can be an airline (abbreviations okay - UAL, AAL, etc.), business (Coca Cola), government agency (Police Dept., FAA) or if a private pilot, his or her name.
2. Aircraft Make/Model - Abbreviations are okay, but try to include the model (e.g., B737-200).
3. Engine Make/Model - Abbreviations are allowed (e.g., PW 4060, GECT7, LYC 580).
4. Aircraft Registration - This means the N# (for USA registered aircraft).
5. Date of Incident - Give the local date, not the ZULU or GMT date.
6. Local Time of Incident - Check the appropriate light conditions and fill in the hour and minute local time and check AM or PM or use the 24 clock and skip AM/PM.
7. Airport Name - Use the airport name or 3 letter code if a US airport. If a foreign airport, use the full name or 3 letter code and location (city/country).
8. Runway used - Self explanatory.
9. Location if En Route - Put the name of the nearest city and state.
10. Height AGL - Put the feet above ground level at the time of the strike (if you don't know, use MSL and indicate this). For take-off run and landing roll, it must be 0.
11. Speed (IAS) - Speed at which the aircraft was traveling when the strike occurred.
12. Phase of Flight - Phase of flight during which the strike occurred. Take-off run and landing roll should both be 0 AGL.
13. Part(s) of Aircraft Struck or Damaged - Check which parts were struck and damaged. If a part was damaged but not struck, indicate this with a check on the damaged column only and indicate in comments (#21) why this happened (e.g., the landing gear might be damaged by deer strike, causing the aircraft to flip over and damage parts not struck by deer).
14. Effect on Flight - You can check more than one and if you check "Other", please explain in Comments (#21).
15. Sky Condition - Check the one that applies.
16. Precipitation - You may check more than one.
17. Bird/Other Wildlife Species - Try to be accurate. If you don't know, put unknown and some description. Collect feathers or remains for identification for damaging strikes.
18. Number of birds seen and/or struck - Check the box in the Seen column with the correct number if you saw the birds/other wildlife before the strike and check the box in the Struck column to show how many were hit. The exact number, can be written next to the box.
19. Size of Bird(s)- Check what you think is the correct size (e.g. sparrow = small, gulls = medium and geese = large).
20. Pilot Warned of Birds - Check the correct box (even if it was an ATIS warning or NOTAM).
21. Remarks - Be as specific as you can. Include information about the extent of the damage, injuries, anything you think would be helpful to know. (e.g., number of birds ingested).
22. Aircraft time out of service - Record how many hours the aircraft was out of service.
23. Estimated cost of repairs or replacement - This may not be known immediately, but the data can be sent at a later date or put down a contact name and number for this data.
24. Estimated other cost - Include loss of revenue, fuel, hotels, etc. (see directions for #23).
25. Reported by - Although this is optional, it is helpful if questions arise about the information on the form (a phone number could also be included).
26. Title - This can be Pilot, Tower, Airport Operations, Airline Operations, Flight Safety, etc.
27. Date - Date the form was filled out.

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